

NEW SUBWAYS ASSURE DECADE OF LAND BOOMS

Vast Transit Work Under
Way Is Only Part of
Huge Web.

TO OPEN ALL SUBURBS.

Promoters Pour Millions Into
New York's Outlying
Districts.

Manhattan in future years will be the
centre of a vast web of rapid transit
subways.

New Yorkers are scattering into all
the suburbs. Fall renting shows new
rush. Flat-owners in Manhattan and
the Bronx complain that their tenants
are moving to small suburban houses,
while the deserted flats are filled again,
chiefly as a result of the immigrant
overflow, which keeps residential Man-
hattan crowded even while the older
families are leaving.

New York's great expansion promises
to keep subway builders busy until some
better means can be devised for ex-
press transit. All of the subways under
way will be finished before 1908. The
east and west lines will be in operation
during a large part of 1908.

Only a Few Under Way.

Under construction on the east-and-
west line of traffic are the extension of
the rapid transit subway to Brooklyn,
which is promised for next New Year's;
the Pennsylvania-Long Island Railroad
tunnels from New Jersey under Man-
hattan to Long Island, across the Forty-
second street line; the Morton street
and Coddland street trolley tunnels of
the McAdoo Hudson companies.

In addition, the Union Terminal Com-
pany has planned a tunnel system from
New Jersey to Manhattan, at the Four-
teenth street line, with branches to the
Battery and to the Grand Central Sta-
tion. Another company, controlled by
F. H. Hoader, holds a charter for a
tunnel to Brooklyn, under the Beekman
street line, with a terminal at Park
row. Plans have been drawn for a
railroad tunnel to New Jersey, across
the Chambers street line.

In the Bronx, aside from the New
York Central and New Haven Railroad
electric suburban projects, which will be

In operation this year, the New York
and Portchester and the New York
Westchester and Boston railroads are
under construction. They will connect
with the present subway, and probably
with new subways, to carry people from
east Bronx and east Westchester to any
point in Manhattan.

Manhattan to Have Five More.
Five more new subways have been
authorized in Manhattan. The main
lines will follow First, Third, Lexington,
Eighth and Ninth avenues.

From One Hundred and Sixty-fourth
street there will be a four-track subway
north under Jerome avenue, the south
end being connected with both the
Eighth avenue and Lexington avenue
subways.

There is planned a three-track ele-
vated road for Jerome avenue from
Clarke place to Woodlawn road.

A Gerard avenue subway will run
from One Hundred and Thirty-eighth
street and Third avenue west under
that street to Gerard avenue, to Jerome
avenue, to Clarke place.

From One Hundred and Seventy-seventh
street there will be a three-track
elevated road along West Farms road
to Morris Park avenue. White Plains
road into Wakefield.

Another line from One Hundred and
Thirty-eighth street and Third avenue
will run east under the avenue to South-
ern Boulevard, to Westchester avenue,
to Westchester.

Nine More for Long Island.
Brooklyn and Queens will have nine
new rapid transit roads besides those
now under construction.

From Brooklyn City Hall to Manhat-
tan there have been planned the Old
Ship tunnel, the Maiden lane tunnel, the
Beekman street tunnel. They will pass
respectively under Montague, Pineapple
and Cranberry streets.

A tunnel will run from City Hall un-
der Washington street, Flatbush ave-
nue, Bedford avenue, with a branch
to Gates avenue, to Broadway, the
main line continuing in Lafayette ave-
nue to Stuyvesant avenue.

From Fort Hamilton, under Fourth
avenue a subway will run to the Flat-
bush avenue subway now under con-
struction.

A Manhattan Bridge line will connect
with the subway under construction and
with the new under Fulton street and
Lafayette avenue.

To Cover Brooklyn and Queens.
An Eastern Parkway line will run
from Atlantic and Flatbush avenues to
Prospect Park Plaza to East New York
avenue, with a loop through Howard,
Hugerty, Blake, Georgia, Pitkin ave-
nues and an extension from the Plaza
along Flatbush to Atlantic avenues.

The Brooklyn, Manhattan and Long
Island City system will consist of two
lines, one from the Williamsburg to
Ridgewell's Island bridges and the other
from Williamsburg under the East River
to Manhattan at Fourteenth street. One
spur will go under Lafayette avenue
from Stuyvesant avenue to Stuyvesant
avenue, Cypress avenue, Palmetto street,
another from Metropolitan avenue and
North Seventh street will run along
Union avenue to Broadway. A tunnel
from Greenpoint will run under the river
to Fourteenth street and Ninth avenue
in Manhattan.

From Broadway in East New York a
line will run to Grand street in Jamaica.
Also in East New York a road will

run down Broadway to the Williams-
burg, under East River to Manhattan
and down to Brooklyn Bridge, across to
Brooklyn City Hall, to Lafayette and
Cypress avenues to Broadway at the point
of its start.

A subway under Thirty-fourth street,
Manhattan, has been planned to con-
tinue under the East River to Jackson
avenue near Borden avenue, Long Is-
land City.

Ten Years of Land Booms.
To prepare outlying land for the new
accessibility which will be realized with
these vast subway rapid transit pro-
jects is the object of the real estate
movements in Brooklyn, Queens, the
Brook and Westchester. It is evident
that all the projects can not be com-
pleted within a decade or more. There-
fore, land promoters feel confident in
predicting that the rise in land values
will continue during that period.

New syndicates with big capital are
attracted to the New York suburbs
every week. One of the most prominent
now comes will begin operations at
East Williston, L. I., next week. It has
undertaken the development of 1,100 lots
as the Wheatley Hills Land Company.

Promoters from Pittsburgh.
The same interests have been among
the largest, most successful operators in
Pittsburgh. During the past four years
they have sold \$200,000 of property in
the Pittsburgh suburbs. They furnished
homes there for over 10,000 persons.

They were interested in the construction
of traction lines to open their prop-
erty at a cost of \$400,000. They have
built a great many water works and
other big improvements. They make a
specialty of suburban development on
the most comprehensive scale.

The East Williston operation is their
first project on Long Island, although
they have been watching the field for
several years. They intend to take a
prominent part in Long Island develop-
ment. In order to obtain a large fol-
lowing they want all of their early
clients to make money.

The promoters have bought 125 acres
around their 1,100 lots and hold options
on as much more in order to protect
the entire locality. Their property is
on the Jericho turnpike at Roslyn
park, about 100 feet from the starting
point of the Vanderbilt Cup race.

Before opening the property, the
Wheatley Hills Land Company has
graded the streets to drain perfectly,
according to plans by city engineers,
who will be added to finance home com-
pensation by the promoters. The com-
pany will run its first special excursion
train to-morrow.

Look for 50 Per Cent. Rise in
Queens.
In the territory between Jamaica and
Hollis stone building operators took
title to 80 lots in new development this
week. They will begin the construction
of dwellings at once. The only other
business transacted was of an invest-
ment character.

Home-seekers and small cash buyers
are concentrating along the lines of the
Long Island Railroad's steam and electric
service. Investment interest is
shifting steadily eastward, because of
the paucity of cheap dwelling properties
in the older wards of Brooklyn.

The tax lists for Queens were sub-
mitted by Deputy Assessor R. H. Home-
yer. At the rate of 1904 about \$100,000
will be collected. The figures show a
decided advance in value since the pre-
ceding year's assessment rolls were
made. Conditions will not remain the
same during another year. Mr. Homeyer
expects that the total valuation next
season will be more than \$200,000,000, an
increase of 50 per cent.

\$158,000 Paid for 243 Lots.
At Hollis Terrace work is progressing
on a number of dwellings for lot own-
ers. The New York and Pittsburgh Real
Estate Company and the Pennsylvania

Construction Company will have 250
houses under construction in the near
future.
The investment sales there this week
represented a total of \$158,000 for 243 lots,
an average of \$650 a lot. The second
station of the Long Island Railroad, at
the extreme end of the property, will
be opened next March.

Massapequa Booms Again.
The Queens Land and Title Company
took several hundred enthusiastic buy-
ers on the Massapequa special, which
left East Thirty-fourth street at 2
o'clock Sunday. It was one of the
heaviest sales days since the start of
that great development.

The most noticeable feature at Massape-
qua has been the heavy sale of lots to
separate buyers. The largest single sale
Sunday was forty-six lots to one pur-
chaser. The others ranged from two to
eight lots.

Investors realize that in a large de-
velopment such as Massapequa, the ad-
vance will be continual on account of
the local development. It is independent
of the heavy advance to come on com-
pletion of the Pennsylvania and other
tunnels which will operate over the
Massapequa division.

Beechhurst Almost Ready.
Shore Acres Realty Company will soon
open Beechhurst, at Whitestone Land-
ing, on the East River and Long Island
Sound. They are putting in water and
gas mains, sidewalks, electric lights,
shade trees, shrubberies.

There is a lot reserved as a bathing
beach for residents. Applications for
property are already a total of \$100,000.
It is predicted that Beechhurst will
be a big success.

The Shillman Realty Improvement
Company, of Bay Ridge, which has
just finished rows of houses on both
sides of Seventy-fourth street, between
Fifth and Sixth, the buyers were
John Lee, Daniel Williams, Joseph
Henry T. Olsen, Robert D. Kridler.
There is a great demand for South
Brooklyn property. The buyers have
many callers every day, who seem to
be pleased with the houses.

Staten Island Boom Grows.
Thousands of visitors are expected at
Staten Island to-morrow, but the Mu-
nicipal Ferry will handle them. The
city has decided to establish
another municipal ferry to Stapleton
and a good deal of property is being
sold. Large holders of property believe that
Staten Island is on the eve of a building
boom like that which swept over the
Bronx a few years ago.

Some idea of the actual development
under way may be gained from a trip
along Richmond Turnpike, where
Wood, Harmon & Co. the big New
York contractors, who were started in
South Brooklyn a few years ago, have
opened three fine additions. Workmen
are excavating over the space, laying
streets, building sidewalks and curbs,
putting in all the improvements of a
high-class residential suburb.

The first two additions opened up by
the firm were sold out in two weeks,
a record-breaking performance for even
this record-breaking season. Sixteen
houses are nearing completion, to be
property. The third addition is to be
opened by Wood, Harmon & Co. is now
on the market. Visitors are on the
property every day making selections.

The lots are as cheap as \$100. They are
being taken largely by the better class
of salaried men with the idea of im-
proving them as soon as possible. The
property can be reached even under
present conditions in forty-five minutes
from the Wall street district.

Staten Island is to be forty-five
minutes from the Battery; now it is
only twenty. A subway under the Nar-
rows to connect with all the other bor-
oughs is part of the transpor-
tation programme endorsed by the au-
thorities. It is only a question of time
when Staten Islanders will have a mu-
nicipal subway as well as a municipal
ferry.

Great Future for Morris Park.
Interest on the north line of ex-
tended.

nothing and Eltzen had the check
framed and hung it behind the bar.
Young brought suit for libel for this,
but the case went against him.

City Treasurer Smith, of Hoboken, is
another complainant. He says he loaned
Young \$100 and that Young assigned his
salary as County Attorney to him.
Treasurer Smith discovered that Young
had made a previous assignment of his
salary. Mr. Smith got judgment against
Young in the District Court, of Hobo-
ken.

Young began to practice law in Hobo-
ken twelve years ago. Clients did not
crowd upon him, but he seemed to have
plenty of money. Seven years ago he
married a piece of the late Ward Mc-
Allister, and Young was divorced four
years ago. Mrs. McAllister Young mar-
ried a year later and went abroad.
Young caused a good deal of excite-

ment by attempting to steal his children
from his divorced wife when the steamer
carrying her and her children and sec-
ond husband was about to sail from
Hoboken.

In 1905 Young was a candidate for
Congress and was defeated in the Mc-
Kinley landslide. His romance caused
him much trouble in New Jersey, and
he was soon without practice. Three
years ago he came to New York and
became identified with Tammany Hall
politics.

ATLANTIC CITY, Sept. 22.—Three-
year-old Carter Butts, son of W. H.
Butts, of New York, crawled out of
his crib at the St. Charles Hotel while
his nurse was out of the room and
tumbled out of a window fifty feet to
the ground. His skull was fractured.
Surgeons from New York have per-
formed an operation and there are
hopes that he will live.

New York Child's Skull Fractured.

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There is not a real-estate proposition on Long Island that possesses
the same quick money making opportunity that is afforded in

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It is only nine miles from Herald Square—Nearer than the Bronx and
with infinitely quicker and better railroad service when the various
transportation improvements are completed. That isn't very far off now.

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Park with
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Lots \$400
and upwards
\$10 Down
then \$5 a Month

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all
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Water
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The new "Power Place" Station, on the Rockaway Branch of the L. I. R. R., one block from the
property. Electric train service. Also trolley lines direct to New York City Hall.
Titles guaranteed free of charge.

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Let us know when you'll visit the property and we pay your fare from NEW YORK to
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south of Power House. Ask the conductor.

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Is the latest plan given out by the Pennsylvania R. R. for the opening of the great Tunnel and Electric System over the Montauk Division L. I. R. R.

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Will then be nearer to Broadway than is the Bronx. It is already a much more desirable place
to live and lots at one-twentieth the price.

We say—and thousands of our purchasers of building sites at Massapequa say—that it is the
most desirable and highest class development that has ever been offered in New York Suburban
Property; that all indications point to its becoming a great Suburban City within a very short

We want you to take the "MASSAPEQUA SPECIAL" to-morrow, Sunday, at 2 P.M. From East 34th Street Ferry, New York; Flatbush Avenue, Nostrand Avenue or East New York, Brooklyn.



THE "MASSAPEQUA SPECIAL" at MASSAPEQUA SUNDAY.

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For a short time only a magnificent section of lots in Third Division, adjoining Depot, at \$240, worth twice this amount NOW, and will bring at least \$1,200 within three years.

Payment plan, \$10 down on each lot and \$5 monthly. 12½ Per cent. for Cash.
NO INTEREST OR TAXES FOR THREE YEARS. NO ASSESSMENTS. CEMENT SIDEWALKS, WATER, GAS and ELEC-
TRIC LIGHT MAINS WITHOUT COST TO PURCHASERS.
It is repeatedly asked, "What has made Massapequa so wonderfully popular and New York's leading suburban development?" THE
REASON IS BECAUSE IT HAS MORE ADVANTAGES TO OFFER AS A PLACE FOR THE HOME THAN ANY OTHER DEVELOP-
MENT. This cannot be determined by reading about it—you have to visit the property.

Some of these great features are the high altitude, the excellent air, a combination of ocean air with the pine and spruce, the magnificent
roads; private parks and homes, beautiful fresh-water lakes, the Great South Bay and the Atlantic Ocean, providing excellent fishing, sailing
and bathing; an established summer centre of over twenty years' duration, with the accompanying sports of golf, bowling and tennis. Com-
bining these features with a great development, an expenditure of OVER TWO MILLION DOLLARS for improvements alone, with excellent
transit, NOW AN EXPRESS STATION STOP, and with electric rapid transit in the very near future, and the certainty of having the largest
docking and shipping facilities east of Sheepshead Bay, makes MASSAPEQUA THE ONE LEADER IN SUBURBAN REAL ESTATE.

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Fear in mind, "MASSAPEQUA SPECIAL" Sunday at 2 P.M. Our representatives will provide you with tickets at above depots for this train, or every weekday at 10.50 A.M., 1.50 or 2.50 P.M.

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